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ABSTRACT OF THE DISCLOSURE

A pedal apparatus for an automobile comprises a plurality of pedals attached to a bracket fixed to a vehicle body via a plurality of parallel link mechanisms, a connection parallel link mechanism that connects a pair of the plurality of parallel link mechanism, and is provided with a pair of connection portions connecting the both parallel link mechanisms with the bracket, and an adjustment mechanism attached to the bracket, that arbitrarily prescribes the forms of each parallel link mechanism and the connection parallel link mechanism.

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